



Project Facts January 2016

Background

I-70 East between I-25 and Tower Road is one of the most heavily traveled and congested highway corridors in the Denver region and the state. Since 2003, CDOT has been studying a series of improvements to this corridor to make the interstate safer, relieve congestion and address aging infrastructure. The results of that study were released in January 2016 in the Final Environmental Impact Statement, which analyzes these alternatives.

After working closely with stakeholders, CDOT has preliminarily identified a preferred alternative for the future of I-70 East – known as the Partial Cover Lowered Alternative with Managed Lanes Option. This alternative proposes to add new managed lanes to the interstate, remove the aging 50-year-old viaduct and lower the interstate between Brighton and Colorado Boulevards, and place a 4-acre landscaped cover over a portion of the lowered interstate. During the study, this option was identified as preferred because it meets the project's purpose and need, best addresses community concerns, has the most community and agency support, and—with the proposed mitigations—will cause the least overall impact.

The next step in the environmental study process for the project is the preparation of the Record of Decision (ROD), which will reveal the Federal Highway Administration's selection of the Preferred Alternative for I-70 East. The ROD is expected in summer 2016. Additionally, in 2016 and 2017, CDOT plans to select a private partner to design, build, and help finance I-70 East, as well as to operate and maintain the completed project.

Phase 1

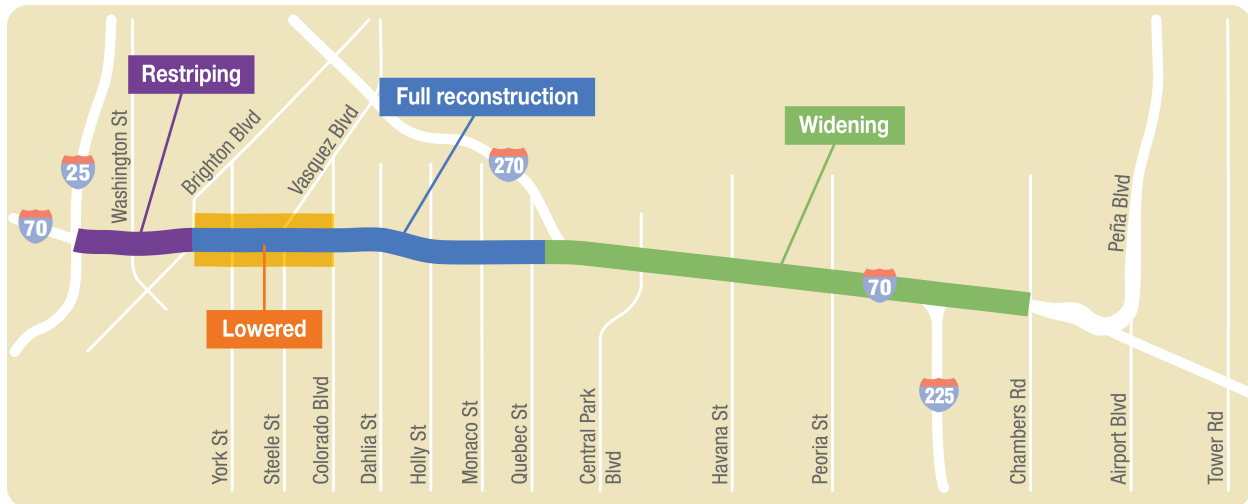
Phase 1 is the only defined phase for the project at this time. Phase 1 includes:

- Complete reconstruction of I-70 from Brighton Boulevard to I-270 including the addition of one Express Lane in each direction
- Removing the 50-year-old viaduct and lowering the interstate between Brighton and Colorado Boulevards
- Construction of a new 4-acre cover over the interstate between Clayton and Columbine Streets
- Widening I-70 from I-270 to Chambers Road to accommodate one Express Lane in each direction
- Restriping I-70 from I-25 to Brighton Boulevard to accommodate one Express Lane in each direction



Central 70

Formerly the I-70 East Project



Funding

Phase 1 is estimated to cost \$1.17 billion, making this the largest project in CDOT history. The primary funding sources for the project include:

- Colorado Bridge Enterprise: \$850 million
- SB 09-228 Funds: \$180 million
- DRCOG: \$50 million
- City of Denver: \$37 million

For detailed information on the I-70 East project, visit <https://www.codot.gov/projects/i70east>.